

OWNER`S MANUAL

50SXS/65SXS COMPETITION

SHOCK ABSORBER



Introduction:

Congratulations on your purchase of the WP Off-road shock absorber.

The WP shock absorber is a unique product, which provides better handling and traction on the track.

Due to the nature of the system, it is important to set the sag to the correct height.

If you have any questions about your shock absorber, please contact your WP authorized center. They will assist you in any way they can.

For addresses see: www.wp-group.com

WP Suspension wishes you lots of success and riding pleasure with your shock absorber.

General notice:

Pay attention to the following note, when you are working with WP suspension products as described in this owners manual.

You will need WP special tools in addition to the general equipment. These tools, marked with a unique "T" number (available at your local WP authorized center) will protect you from damaging the parts.

- Always use aluminium protector-plates, when clamping our products or parts in the vice
- Always replace damaged or worn parts
- Clean all parts before assembling
- Always use clean and professional tools
- Always check your shock absorber before riding
- Check the shock absorber for irregularities before each session
- Consult your local WP suspension authorized center for service or in case of any doubt

Warning: shock pressurized!
Improper use can lead to serious injuries.

Adjusting the clickers.

Adjusting high and low speed (HS and LS):

13mm hex bolt is to adjust the low speed compression damping, and the 17mm hex bolt is to adjust the high speed compression damping.

Turning it clockwise will add damping.

Turning it counter clockwise will decrease the damping.

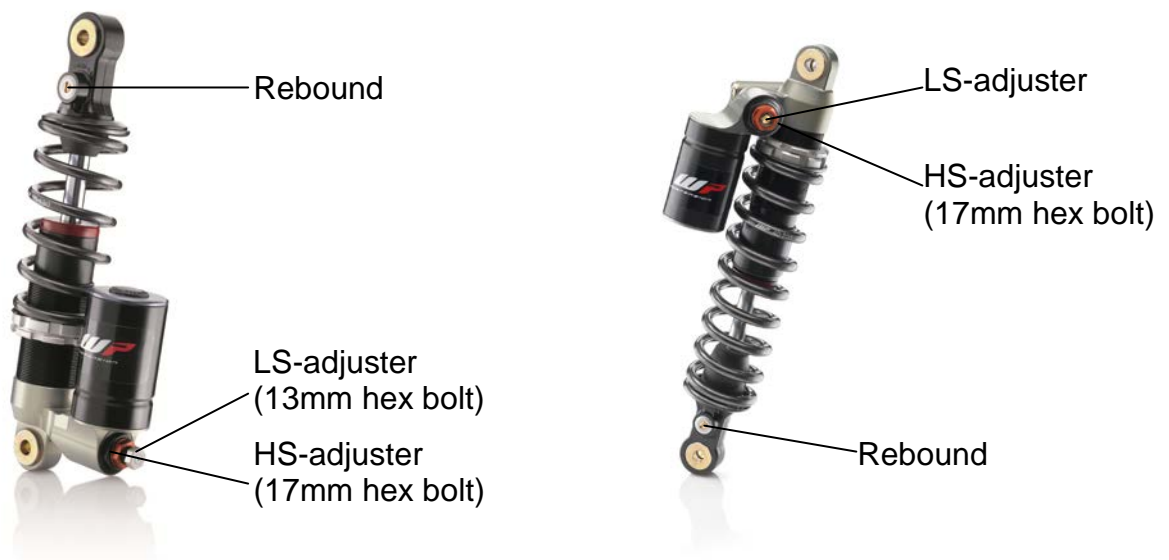
Always count from fully closed (turned clockwise until it gently stops)!

Rebound adjuster:

The rebound adjuster is for the extending stroke of the shock absorber. With the rebound adjuster you can adjust how fast or how slow the shock absorber will extend. Turn the adjuster gently clockwise to add rebound and counter clockwise to decrease the rebound.

Recommendation from the pro:

- Note your setting before applying changes
- Check your setup sheet for your base setup



Advised start settings shock absorber*			
	Low speed adjuster - LS	High speed adjuster - HS	Rebound adjuster
SXS 50	15 clicks	2 turns open	15 clicks
SXS 65	16 clicks	2 turns open	16 clicks
All adjustment to be counted from fully closed position			

* Settings depended on ride style, rider, bike type and riders weight. These settings are meant for a base setup which suites most riders. Most shock absorbers are delivered with a custom made setup based on the rider's weight, his riding style and for what purpose he wants to use the shock absorber.

Determine the shock sag.

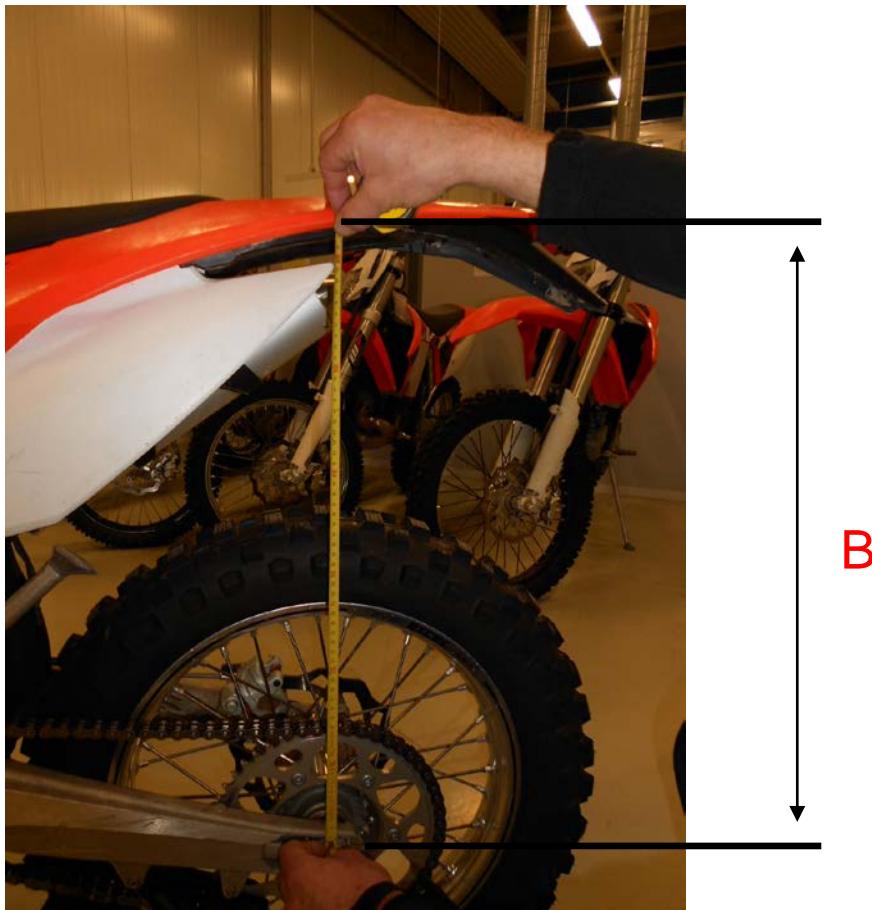
Basic suspension setup for the weight of the driver:

- Jack up the motorcycle until the rear wheel no longer touches the ground
- Measure the distance between the rear wheel axle and a fixed point and write it down as dimension **A**



Determine the static sag of the shock absorber:

- Place the motorcycle on a flat piece of ground
- Ask a helper to hold the motorcycle
- Pull up the back of the motorcycle a few times to get the shock absorber in the ideal rest position
- Measure the distance between the rear wheel axle and the fixed point and write it down as dimension **B**



The static sag is the difference between dimension **A** and **B**. The static sag should be as close as possible to **12mm (50SXS)** or **33mm (65SXS)**. If the sag is less than the stated length, the spring preload must be reduced and if the static sag is too much the spring preload must be increased.

Determining the riding sag of the shock absorber:

- Ask a helper to hold the motorcycle (loosely balanced)
- Stand on the foot pegs in riding position with your riding gear on
- Bounce up and down a few times to allow the rear wheels suspension to become levelled
- Stay on the bike with your feet on the foot pegs and have another person measure the distance between the rear wheel axle and the fixed point and write it down as dimension **C**



The riding sag is the difference between the dimension **A** and **C**. The riding sag should be as close as possible to **80mm (50SXS)** or **90mm (65SXS)**

Please contact your WP authorized center for additional settings/springs.



NOTES:

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